STEAMER SINKS WITHIN FIFTEEN MINUTES AFTER COLLISION

LINER SENT TO BOTTOM, AND 954 PERSONS DROWN

(Continued From First Page.)

rescued on board numbered twenty-nine first-class, twenty-nine second-class, 101 third-class passengers and 237 of the crew. Thirty-seven survivors were left at Rimouski, which would make a total of 433 saved. As revised figures show 1,367 persons to have been on the steamer, this makes the probable number of lost 934.

A full equipment of ambulances and the army medical service corps was in readiness at Levis when the special survivors' train arrived there, and the passengers were disembarked and transferred to a ferry steamer waiting at a special wharf to facilitate the transfer to Quebec. It was a pitiful sight when the ferry steamer docked on the Quebec side at 8:30 o'clock to-night, and the 396 survivors disembarked. Their faces registered the frightful experience they had gone through. Few possessed a complete outilt of clothing. The second and third-class passengers and the crew were made comfortable on the Allan liner Alsatian, and the firstclass and injured passengers were transferred to the Chateau Frontenac. A staff of doctors and nurses took charge of the injured.

Among the twenty-five first-cabin survivors there were eight women and one child. Among the twenty-nine rescued from the second cabin were eight women and one child. Of ter of Frederick Grundy, European the 191 persons saved from the steer-

First Cabin Missing

age, four were women.

Number Taken to Hospitals.

Among the fifty passengers left in Rimouski, were a number so ill or so badly injured they had to be taken to hospitals.

Birmingham; Anderson, A. B., London; Averdick, P. A., Manchester.

to hospitals.

To the coolness of Dr. James F. Grant, of Victoria, B. C., ship's surgeon on the Empress, was credited the saving of many passengers taken out of the water, who probably would have perished had they not received prompt medical attention.

A graphic description of the scene on board the Empress of Ireland after the collision was given by Dr. Grant.

"I was in my cabin," he said, "and

"I was in my cabin," he said, "and knew nothing of the accident until the boat listed so badly I tumbled out of my berth. I tried to turn on the light, but there was no power. I reached the boiled door, but the list was so strong that it took me considerable time to freedom to the control of the control o

bolted door, but the list was so strong that it took me considerable time to open it.

"When finally I got out and reached the passageway, it was so steep that my efforts to climb up were rendered impossible.

"Reached the passageway of Counselor Gaunt; Godson, F. P., Kingston; Goldthorpe, Charles, Bradford, Eng.; Graham, W. D.; Graham, Mrs., Hong Kong, China.

Halley, Mrs. D. T., Vancouver; Hisenheimer, W., Montreal; Hirst, A., Birmingham; Holloway, Mrs. C., Quebec; Howes, F. W., Birmingham; Hyamson, I.

to get my head through a porthole, but I was unable to get my shoulders through. At that time the ship was lying almost flat in the water on her starboard side. A passenger standing on the side of the ship managed to pull me through the porthole.

Lindsay, Dr. Alex., Halifax; Lyon, C. me through the porthele.

Through the porthole.

Vessel Plunges to Bottom.

"About a hundred passengers were gathered on the side of the ship at that time, but a moment after I had joined them, the vessel plunged to the bottom.

"I next found myself in the water and the porthole in the porth

steamer Storstad, and when nearly exhausted, I was pleked up by a lifeboat. On heard the Storstad I was provided with clothing. When able, I did what I could to help the sur
Only two able.

have bold, E.: Seybold, Mrs.; Smart, G4 was Boufe, Ottawa; Stork, Mrs. A., Toronto, Trick, C. G.; Tylee, Mrs.; Taylor, J. T.; Taylor, Miss D., Montreal; Taylor, Miss T., May Zealand

LIST OF SURVIVORS. IDENTIFIED DEAD. AND THOSE MISSING

The following list of survivors, miss ing and identified dead of the Empress of Ireland is compiled from all avail-

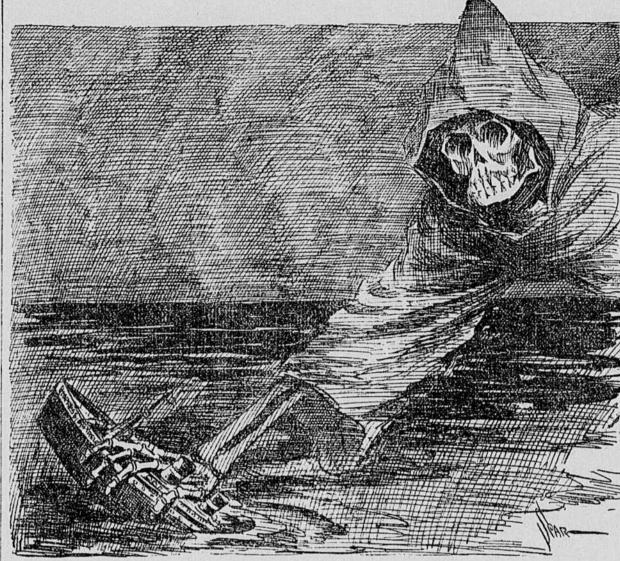
able sources.
First Cabin Survivors. Burt, C. R. Duncan, J. Fergus, member firm of

Kimber, Bull & Dunean, solicitors, Lon-Fenton, Walter, Manchester.

Fenton, Walter, Manchester.
Gosselin, L. A., Montreal.
Honderson, G. W. S., Montreal.
Kohl, Mies Grace, Montreal.
Lee, Miss Alice, Nassau.
O'Hara, H. R., Toronto; O'Hara, Miss
Helen, Toronto.
Paton, Mrs. W. E., Sherbrooke, sisToronto.

Lisles, Alice (address not given);
Brooks, Thomas, Toronto.
Delamont (two brothers), Moose
Jaw, Sask.
Foold, Ernest, Toronto.
Green, Ernest, Toronto; Greenaway,
Thomas, Toronto; Greenaway, Mrs.

And Darkness Was Upon the Face of the Deep



Thomas, Toronto; Greenaway, Herbert,

Johnston, James, Toronto. Keith, Lleutenant Alfred, Toronto.

Second Cabin Survivors. W. Black, Ottawa; Mrs. J. W.

Miss E. Court, Liverpool,
J. F. Dandy, Person, Man.; Willia
Davies, Toronto; Mrs. W. M. Davies,

cent, A., Faircross, England; Vincent.
Mrs. A., Faircross, England; Voneley
Miss Alice, Hamilton.
White (infant of Mrs. George), New

Scene of Capture Hannagan, Grace (aged eight) To-

of Dr. Crippen Captain Kendall, commander of captain Kendan, commander of the lost liner Empress of Ireland, gained prominence in world news at almost the very spot where his steamer sank yesterday.

Units we in out of the flower of the control of the flower of the control of the flower of the flowe

T. Jones. Captain

Hannah Knudson, Parry Sound, Ont Mrs. Landing. Captain McGrath, staff band, To-

Colonel Maldment, Field Artillery Mrs. Maldment, Field Artillery; Mrs. Maldment; Robert Malone, G. Meacher, Captain James L. Meyers, Tilly Morgan, Staff Captain Arthur Morris, Toronto. Ernest Neeves.

Ellisslic, Mrs. J. Mooseminn, Sask.
Farr, Miss K., Moose Jaw, Sask; Farr,
Miss K., Moose Jaw, Eask; Farr, Miss D.
N., Moose Jaw, Sask; Farr, Miss D.
Moose Jaw, Sask; Farr, Moss B.
Moose Jaw, Sask; Farr, Miss D.
Mose Jaw, Sask; Farr, Miss D.
Moose Jaw, Sask; Farr, Miss D.
Mose Jaw, Sask; Farr,

INTERIOR VIEWS ON THE WRECKED STEAMSHIP

SEARCH FOR SURVIVORS CONTINUED BY STEAMERS

British Sailor-Picked Up by Bont After Ship Goes Down.

BY J. MeWILLIAMS, Marconi Operator at Father Point. Father Point, May 29 .- All day long the search for survivors of the wreck was continued at the scene of the collision by the government steamers Lady

Evelyn and Eureka, with the result that at nightfall five more bodies were found, one woman and four men still living, but unconscious. Two hundred and fifty dead bodies were recovered. The list of saved totals 400. Captain Kendall was somewhat but not dangerously hurt. From all accounts he behaved like a true British sallor, while his ship stood under his feet, while the stem of the collier Storstad was stuck in the gaping wound in

the side of the Empress.

Captain Kendall is said to have requested the captain of the Storstad to keep going ahead so that his stem would plug the hole in the Empress starboardside, but the Storstad dropped back, and the Empress filled and

Cantain Kendall stood on the bridge as the ship went down, was picked up by one of his boats, and went on saving others until the lifeboat he was loaded down to the guswale.

The Canadian Pacific sent a special

train down and took several carloads of the survivors to Quebec, and is doing everything that money can do. A medical staff has also been sent

Very few of the bodies have been identified yet. The coroner's inquest

The prompt Marconi service doubtless saved many lives, as one of the rescue steamers, the Eureka, was on the spot about twenty minutes after the dis-aster, and the Lady Evelyn shortly af-ter, enabling their lifeboats to pick up scores of survivors. The scene at the Rimouski wharf,

where the bodies He, is most heart-The Empress had 87 saloon, 256 sec-

ond cabin, 710 steerage passengers and a crew of 425. It appears from the evidence of offi-cers that the Empress was dead stopped in the fog and blowing her whistle. The search will continue for bodies. Ho went down with the ship, but was dragged aboard a lifeboat as he clung to a piece of wreckage. He was still cool enough to take command of the little rescue craft. But after-wards he collapsed from injuries and

SURVIVORS HAVE NO BLAME

SURVIVORS HAVE NO BLAME
FOR CAPTAIN OF STEAMER
The survivors have no blame for him.
His vessel was hove-to as a precaution
against collision in the fog. She had
lain practically still since early in the
night. Her passengers slept peacefully
under the slow sway of the roadstead
waters. Only the watch and the captain were on deck.

shot of the shore, a horror had been enacted.

RESCUE BOATS AT SCENE

WITHIN TWENTY MINUTES

The Eureka reached the scene in about twenty minutes after the first flush of the wireless call for help was picked up. The Lady Evelyn came a few minutes later.

The men of their crews began immediately the work of picking up the lifeboats and the bodies of the dead and living that strewed the waters.

The work had to be done at night and in the fog. Only the feeble ship lights and the feebler cries of the injured in the water guided the res-

They were aided in small part by the crew of the Storstad.

They worked until after daybreak, when a final search was made. Then all were taken to Rimouski.

The Storstad left some dead and some living and speed on her yoyage, her bow crushed back on her plates.

Twenty-two of the rescued who reached Rimouski alive died within a few hours. Most of them had been mained in the collision. The little town became a hospital. Every house was thrown open to aid the officers of the ships in earling for injured. Doctors were sent for and arrangements.

(Continued on Ninth Page.)

Informigh investigation must be made into the loss of the steamer Empress of Ireland, was urged on the Canadian government to-night by Sir Wilfrid Laurier, opposition leader in Parliament.

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HOLD MEMORIAL SERVICE FOR THEIR LOST COMRADES

Hundreds of Salvation Army Delegates Gather at New York Hendquarters.

ONLY 22 OF 175 AMONG SAVED

Many Signify Intention of Canceling Their Passage on the Olympic When

[Special to The Times-Dispatch.]

News of Disaster Is Received.

New York, May 29 .- In the large auditorium of the Salvation Army on Fourteenth Street, hundreds of delegates assembled late this afternoon for an impromptu memorial service for their comrades lost in the Empress of Ircland disaster. The service was called when definite news came by telephone from Toronto that at least 153 out of the 175 delegates on board the lost liner had perished.

The vast congregation was composed of men and women in every variety of uniform of the army. Many from the Western States were the cowboy outfit, with "chaps," their only distinguishing "army" mark being the real Salvation kerchief, knotted round their necks.

Confirmation of the army loss came at a late hour, when direct telephonio communication was had with Brigadier Alfred Rawlings, head of the army in Toronto. He said he had just received a dispatch from Rimouski that only twenty-two out of the 175 Salvationists were among the saved.

were among the saved.

Immediately on recelpt of this the memorial service was arranged. Down in the main hall 700 delegates were busy completing the packing of their baggage, in readiness to sail on the Olympic this morning. All dropped their work with one accord and trooped up to the auditorium.

ed up to the auditorium.

After the service there was a rush to Colonel Cox for information as to the names of the saved. Among them was Mrs. William Humphrey, of Montreal, who collapsed a moment later when she learned that the name of her hus-band was not among the twenty-two mentioned.

EARLY NEWS REASSURES

AS TO SAFETY OF PEOPLE

Earlier in the day Colonel William

H. Cox, editor-in-chief of the War Cry,
received dispatches from Toronto and Montreal which caused him to post the following bulletin for the delegates: "Reliable information has come to us that every person aboard the Empress of Ireland has been saved. This news is absolutely authentic. Let is all thank God for it.

"COLONEL WILLIAM H. COX." When final news of the large loss of life came through, many of the women delegates were in a state bor-

thorough investigation must be made into the loss of the steamer Empress

RECENT DISASTERS AT SEA

In the last ten years 8,886 persons have lost their lives in marine

August 4, 1906, Sirlo, off Cape Pados, 350.
October 21, 1906. Variag, near Vladivostok, 140.
February 21, 1907. Berlin, rammed pier, 190.
February 22, 1907. Larchmont, off Rhode Island, 131.
July 20, 1907. Columbia and San Pedro, off California, 100.
November 26, 1907. Kaftan, North Sca, 110.
March 23, 1908. Katsumaru, off Hakodate, 300.
November 6, 1908. Katsumaru, off Hakodate, 300.
November 6, 1908. Talsh, sunk, 150.
February 8, 1910. General Chanzy, off Minorca, 200.
April 3, 1911. Koombuna, sunk, 150.
September 25, 1911. Liberte, explosion, Toulon Harbor, 238.
January 11, 1912. Russ, Black Sea, 172.
April 14, 1912. Titanic, North Atlantic, 1,490.
September 28, 1912. Kickemaru, Japan coast, 1,000.
March 8, 1913. Calvados, Sea of Marmora, 100.
October 10, 1913. Volturna, midocean, 136.
January 5, 1914, Oklahoma, near Sandy Hook, 32.

Westminster, B. C.; White, Mrs. George, New Westminster, B. C.; Whitlaw, Mrs. J. W., New Westminster; Wil-mot, Miss E., Campbellford, Ont.; Wood,

Miss Mary, Regina; Wood, Mrs. S., To-Yates, Mrs. C. H., Hamilton; Yates,

Second cabin, bodies recovered and

Members of Salvation Army survivors: Atwell, Major, Toronto; Atwell, Mrs,

Harry, Hamilton; Zebulak, Josef, Orderburg.

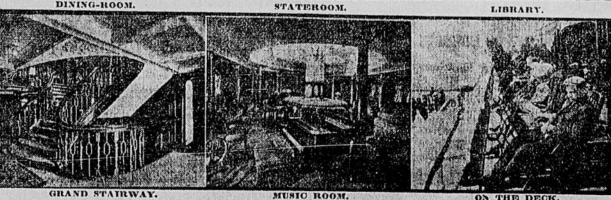
None, as yet.

Toronto.

In the last ten years 8,850 persons have loss disasters, as follows:
June 15, 1404, General Slocum, East River, 1,000.
July 3, 1904, Norge, midocean, 750.
September 12, 1905, Mikaso, explosion, 500.
January 21, 1906, Aquidaban, off Rio Janeiro, 212.
January 22, 1906, Valencia, off Cloose, 140.
August 4, 1906, Sirlo, off Cape Pados, 350.
October 21, 1906, Variag, near Vladivostok, 140.

January 5, 1914, Oklahoma, near Sandy Hook, 32. January 20, 1914, Monroe, sank off Hog Island, 47. May 29, 1914, Empress of Ireland, 934.





THAR'S mo' happiness in th' little injoyments to be picked up along life's highway than in th' great big injoyment thet most of us is allus lookin' t' find at th' next turn in th' road. There's a many-times-a-day happiness waiting for you in VELVET, The Smoothest Smoking Tobacco. Full weight 2 oz. tins, 10c.